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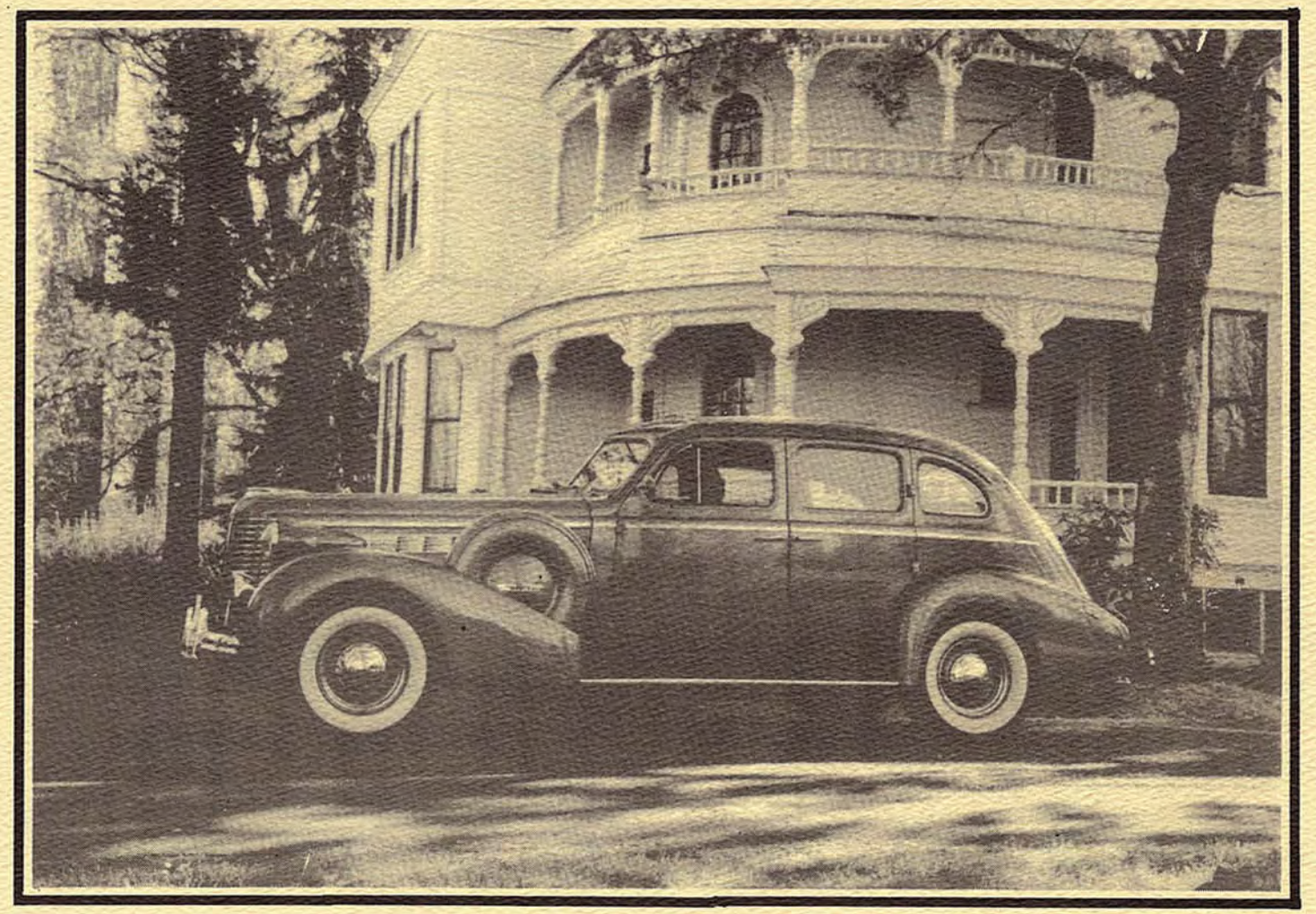
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THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume VIII • Number 1

THE TORQUE·TUBE

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VOL. VIII, NO.1 ☐ SEPT. 1989

·William E. Olson, Editor·

·842 Mission Hills Lane, Columbus, Ohio 43235·

Club News

It is now about five years since I took over from Dave Lewis as Editor, Manager, Soothsayer, Seer and Flunkie, and about nine since Dave sent out the first letters to '37 and '38 owners whose names he culled from the BCA roster. I must say it does not seem that long. Time has a way of chugging right on, doesn't it?

As I have said many times, it has been an interesting, educational, and rewarding experience, if occasionally a wearying one. So long as it continues to be such, and no Fletcher Christian arises among the ranks to put me off in a small boat, I expect I will continue to occupy the Captain's Quarters. I appreciate the kind and encouraging words some of you have sent, and regret that I have not been able to acknowledge each message individually.

Assuming the great majority of members renew — and, sooner or later, I expect that will occur — the Club will have close to 400 paid members, its largest size in history. Although we are listed as an "Other Buick Club" in the BCA Bugle, and this has brought a number of inquiries, I believe news of the Club's existence spreads primarily by word-of-mouth. I have done nothing about publicity for some time, not only because I haven't had much chance even to think about it, but also because I believe we may be close to a point of diminishing return: that is to say, at a larger size the Club would lose its character, and I would not be able to manage things in the same way, or at all. Nevertheless, I'm not turning any prospective members away.

The increase in membership has provided a more solid financial base, and no one need now worry about us going broke. That is one of our major accomplishments over the past five years. Another is improvement in this publication's content, format and readability. The Torque Tube is now about as big and good as it can get, considering the amount of time I can devote to it, and our current printer's equipment. The printer

is such a worthy fellow, so conveniently located (right across the street from my office, which makes a big difference), and provides such good service at so reasonable a price that changing seems unthinkable. In any case, a slick-paper, color-cover Torque Tube would be much more expensive and would necessitate using a big "corporate"-style printer, from whom I would inevitably receive much slower service.

Along with a few other "specialty" Buick organizations (e.g. the Riviera Owners Association), the Club has also established solid and friendly diplomatic relations with the BCA. Where once there was tension and suspicion, there is now peaceful co-existence and — I believe — mutual respect. I will take some of the credit for this, but more belongs to the BCA Board members who in 1985-86 considered and adopted a policy that I believe reasonably accommodates and serves the interests of both BCA and the specialty clubs who choose to bring themselves within its purview, as we have done. Additionally, a great deal of credit is due to all of you who have worked for and supported BCA Chapters and events. It may be noted here that of the 61 BCA Chapters, seven currently are headed by club members: Messrs. Bennett, Carpenter, Dozier, Hamro, Huffman, Pennings, and Steed. Many others are actively involved, as well.

GROUND RULES

There is always a bit of confusion among newer members concerning this publication, so once a year or so I lay out the facts and the ground rules. Here they are.

(1) I write, edit, design and layout The Torque Tube in my spare time. I do it because it is an interesting and satisfying thing to do — a sort of hobby, if you will — because I like to write, and because I am a bombastic ham who loves to see himself in print. Except for the big headings, most of it is typed by secretaries in my office. Even if you are not grateful to me, you ought damn well to be grateful to them. You ought also to be grateful to artist Dug Waggoner (#10), who has done a lot of our artwork over the years, and to Steve Weinstein (#532), who does our mailing labels.

(2) I do not get paid for this.

(3) (1) and (2) being so, it follows that The Torque Tube does not issue on a precise schedule as do "commercial" magazines. Although I attempt to follow a schedule of sorts, in the end each issue is mailed when I get it done.

(4) There are nine issues each twelve months. That is the most I can possibly do. Each issue is labelled with the month of its theoretically-intended release, but those labels don't mean much; they only locate each issue roughly in time. That is to say, you may receive an issue labelled "September" in October. (Generally, the months skipped are February, August and November, but this is subject to variation.) The way to keep track is by Volume and Number: e.g. this is Number 1 of Volume VIII, and there will be eight more in Volume VIII, by which time we will, presumably, have reached September 1990. Each issue is mailed over a four-or-five-day period, with those copies that must travel the greatest distance being mailed first, and so on.

(5) Back Issues. Copies of all Vol. VII issues may be obtained from the Editor until approximately December 1, 1989 at $3.00 each (North America or overseas surface mail), $4.00 U. S. each overseas air mail. Some earlier issues, and after December 1, all Vol. VII issues, may be obtained from Paul B. Culp, Jr. (#508), R.R. #4, Box 411, Elephant Road, Perkasie, PA 18944; price is the same as above. At present, Paul has Vol. IV ('85-'86), Nos. 5-9; Vol. V ('86-'87), Nos. 1-4, 6-9; Vol. VI ('87-'88), Nos. 1-4, 6-9.

(6) Classified Ads. Members are entitled to free "Parts Exchange" and "Cars for Sale - Wanted" ads, so long as the ads are of reasonable length and relate to '37 or '38 Buick parts or cars, or to items reasonably adaptable thereto, e.g., later-year straight-8 engine parts, car trailers, etc. Photos of cars for sale will be run if space is available. If you want an ad run more than once, say so. No ad will be run more than three times; if you haven't sold it or found it by then, you need to fall back and regroup. Members who are in the business of selling items and wish to have ads run regularly must pay for the ads; contact the Editor for rates.

IS THE TORQUE TUBE SEXIST? — PART II

I received a pink postcard from a person identified only as "A Distaff Reader", taking me to task about the first full paragraph on page 5 of Vol. VII, No. 9. I was about to pronounce "Case Dismissed" on this complaint, but my Privy Councillors have persuaded me that Distaff Reader has a claim at least colorably valid. Accordingly, the second sentence of said paragraph is hereby purged of all non-factual matter, and as so amended shall read as follows: "I was teamed with Bonnie Franko, an AACA Senior Master Judge." (Apologies for having inadvertently demoted Ms. Franko by one AACA rank in the original.) Moreover, the references to Messrs. Steed and Huffman therein are amended by adding that they are also AACA judges of some rank — I don't know which. That may be bland, but I assume it is trouble-free. Obviously, any person's appearance and manners have little or nothing to do with such person's competence in judging cars; that, Distaff Reader, was not the point. The point, inartfully made I now admit, was that I considered myself fortunate to be teamed with Ms. Franko, and enjoyed working with her — as, indeed, I do with most women.

I am still a bit bewildered about being nailed for something I thought innocently complimentary. Perhaps such bewilderment establishes my guilt, or at least my need for rehabilitation. If so, I again plead nolo. I have probably said too much already, but feel obliged to add that Distaff Reader did not call me a chauvinist pig or any other bad names, and appears moved by a desire to enlighten, rather than to condemn me to the damnation of the incorrigible. Consider the enlightenment and rehabilitation begun, if quite probably not finished. (Indeed, I doubt that it can or will ever be finished.) Although I reserve the right to an occasional grossierete', to be agitational and provoquant — which is to say, to stir a little shit now and then — thereby getting myself into trouble on purpose, as I've said before I have no intent or desire to offend or to strike blows at the unarmored.

Now, Distaff Reader, unmask. I know who you are! And tell me, can it not be said that you have attached a sexist label to yourself?

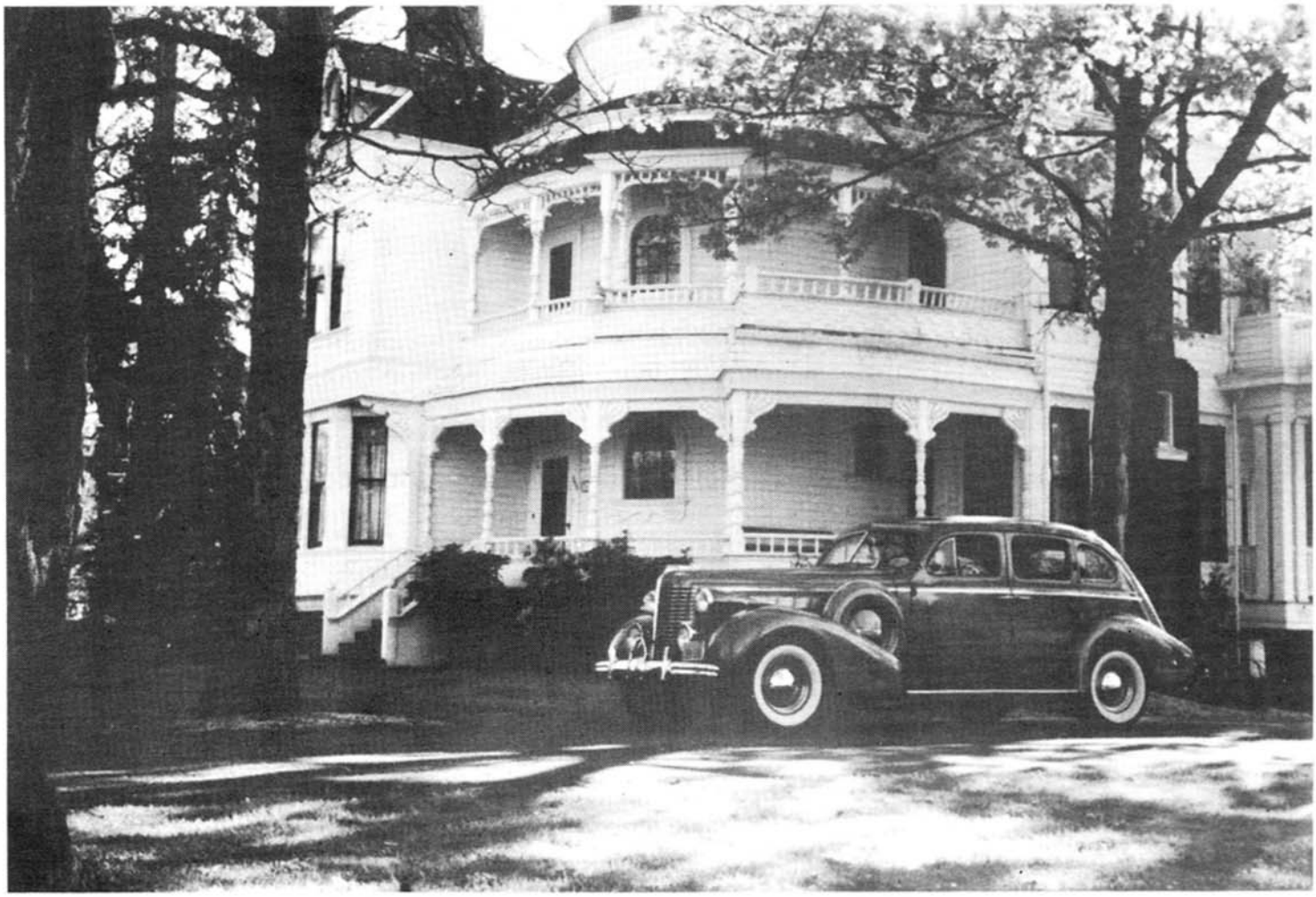
LAST ISSUE'S COVER CAR

Did you believe that story about the car pictured on the back cover of Vol. VII, No. 9? You don't think the Editor makes things up, do you? Of course not, but you were a bit skeptical nevertheless? In truth, the story was a complete fabrication, and the car is the photographically-ubiquitous 1938 Century owned by (whom else?) Paul B. Culp, Jr. (#508). Paul took the photo from a semi-precarious vantage point atop the silo on his brother-in-law's farm (see Vol. VII, No. 7). There was one give-away, for those who may speak a bit of German or have access to a German-English dictionary: the surname

of fictional Luftwaffe pilot Hauptmann Bettwäsche means, in English, "bed-linens." I thought of naming him "Pferdscheiss" ("horseshit"), but decided on something a bit more obscure. Thanks again to Paul Culp for masterful photography. For all we know, even as you read this he is burrowing under the car, and will give us a worm's-eye view to go with the bird's-eye view.

auf wiedersehen! — Willi

COVER CAR



Bob Pipkin (#76) posed his '38 Century sport sedan (model 67) in front of the "Settlemeir House" in Salem, Oregon: residential architecture on a grand scale, typical of turn-of-the-century "Queen Anne" style.

You'll find your fun where you take it!



NO OTHER CAR IN THE WORLD HAS ALL THESE FEATURES

★ VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE ★ ANO-LITE PISTONS ★ AEROBAT CARBURETOR ★ SEALED CHASSIS ★ TORQUE-TUBE DRIVE ★ UNISTEEL BODY BY FISHER ★ TIPTOE HYDRAULIC BRAKES ★ KNEE-ACTION COMFORT AND SAFETY ★ "HIGH OUTPUT" GENERATOR ★ JUMBO LUGGAGE COMPARTMENTS ★ DOUBLE STABILIZATION ★ SAFETY GLASS

FOLLOW this nose and you can't miss—put yourself in a Buick this summer and you'll be the life of the party in twelve easy payments.

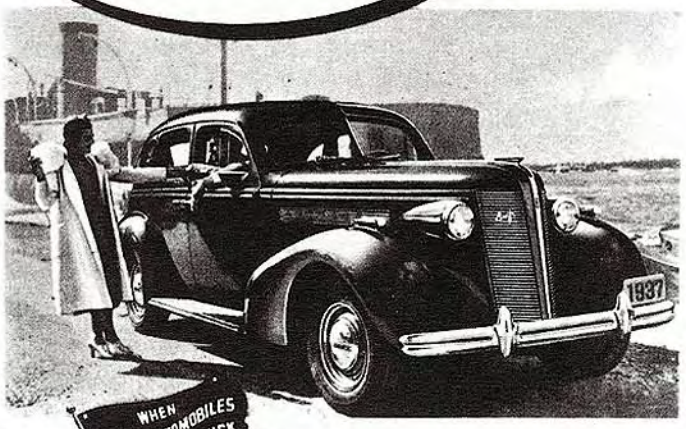
Touch toe to this trim treadle—that's the ablest straight-eight engine in the world surging to life, and it's faithfully yours to command.

Lay a light hand on this ready wheel—it answers easy as an echo, and considerably quicker!

Settle back—be comfortable—these seats were made to fit you. Pick the long way, the interesting way—you can drive forever in this couchlike comfort and never feel the strain!

Head out where the fun comes free and fast! Pick the thrilling things to do, the exciting places to go! You're the fellow the other fellows follow—wherever your Buick goes, there goes fun, pleasure, the kind of life you'd like to live.

If your pulse can quicken to stirring action, you belong behind this trigger-quick valve-in-head straight-eight power plant.



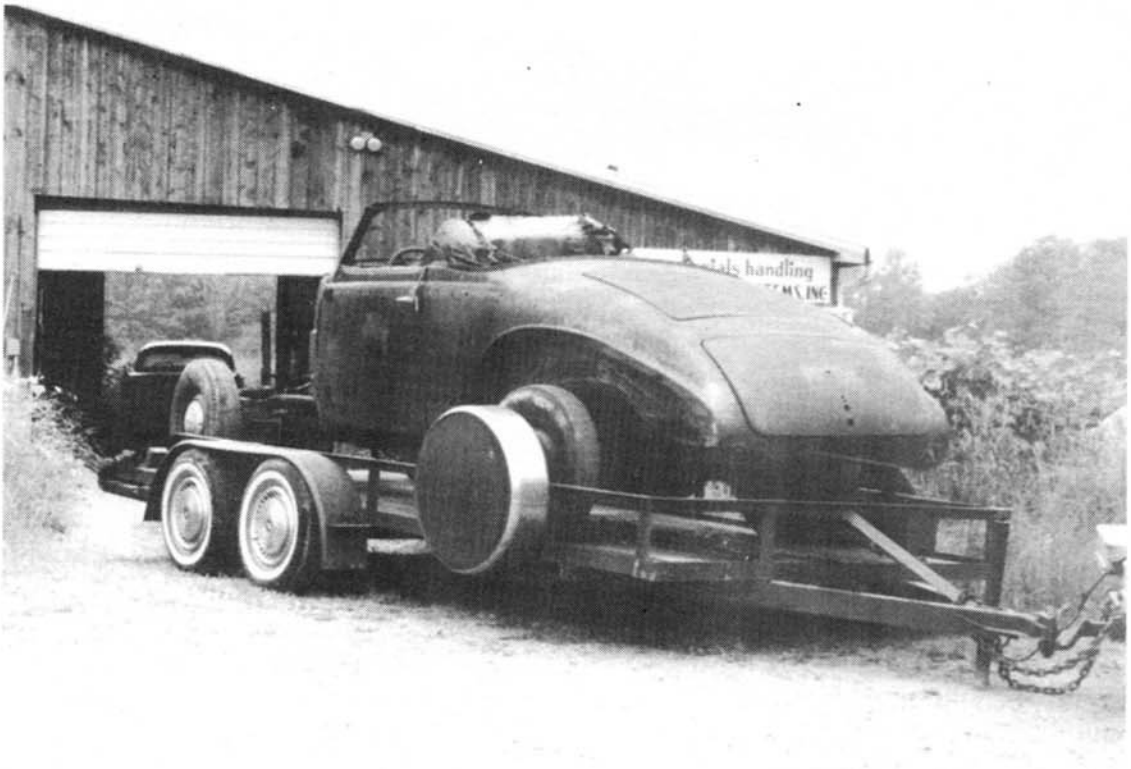
And it's not going to play hob with your summer budget to make this dream car a dream-come-true! When you hear how little more it costs than the average run of sixes, double the difference wouldn't keep you out of a Buick.

"It's Buick again!"

YOUR MONEY GOES FARTHER IN A GENERAL MOTORS CAR

EDITOR'S NOTE. The following story concerns a car purchased by Ray Cimarosti (#512) from former member Jim Nixon (#705). Jim decided it was too much of a project for him. According to author Ray Lawson, Ray Cimarosti had been looking for a convertible for some years. This is definitely a project car; to quote Ray Lawson, "Ray (Cimarosti) is retired and an excellent mechanic and body man, so I have no doubt he'll have this baby back together and restored in a short time, barring any unforeseen difficulties." Let's hope so.

Once Upon a Time...



BY RAY LAWSON (#16) — TROY, MICHIGAN

There once was a young prince named Ray Cimarosti who had every thing in the world that one could desire, including a beautiful wife, home, daughter, son, and three or four old cars. But his heart was sad because he lacked the one thing that princes desire most: namely, a '38 Buick Convertible with Rumble Seat.

But look though he might throughout his kingdom — not very far as it was a very small kingdom — he could not find his heart's delight. Then suddenly one of his serfs found a proclamation in Hemmings Chariot News that such a beast was indeed available near Cleveland, Ohio, a nearby kingdom. This was the first of June of this year, so after a number of phone calls to the present chariot owner, the prince set off with his trusted slave Ray Lawson, your obedient scribe, to take a gander at this beautiful beast.

We started on a beautiful day in June and arrived in the afternoon full of anticipation of a sight of this Royal Beauty. We were told to expect a little rust on the body, and that the car had been disassembled somewhat.

The car had originally been sold in West Virginia and remained with the original family all these years. It was news to me that anyone in West Virginia could afford a Buick Convertible during the depression years.

We were driven out to a barn in the country that had a dirt floor and contained 5 or 6 old cars, including a 38/46C. The car was completely taken apart and all of the parts were stacked vertically in the inside of the car. It was truly an awesome sight. Runningboards, fenders, bumpers, dash, steering post, extra wheels all stood straight up in the air. All of them worn and rusty.

As your scribe looked down inside the car through the floor, he could see his feet in the dirt. It would indeed take many slave hours to restore this chariot.

The prince seemed not too unhappy with the vast task and promptly made an offer. No conclusion was reached at this time but within a week the deal was consummated.

Then came the tremendous task of returning this beast to the magic kingdom, a distance of about 360 kilometers (or 250 miles in layman's terms.) It took a trailer, a large truck, and two slaves a long day to complete this journey; before nightfall, however, the trek was completed. Numerous highwaymen were encountered on the way but all were beaten off with no harm done.

The prince feels that with time (probably 10 years) a large amount of gold, and many slave hours expended, this chariot will be added to the royal stables.

The End

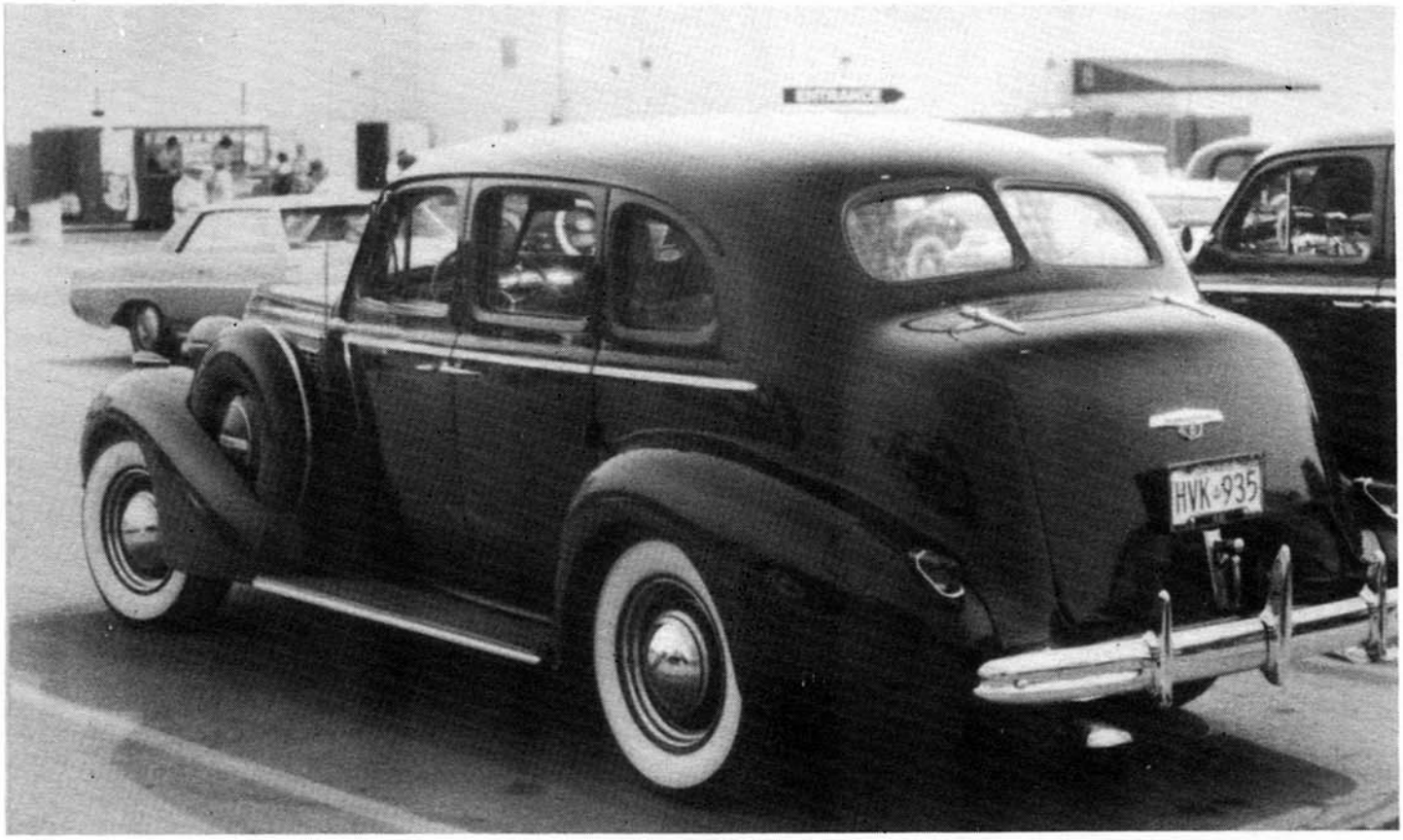


Photo Album

BCA NATIONAL

It's 10:50 AM on Saturday, or ten minutes before the start of judging. Marv Rhynard's (#327) wife Phyllis is removing the last of the water spots from their '38 Century. Meanwhile, Ed DePouli (#310) is painting his last hubcap. It all got finished, and as we know, this work paid off with awards for both. (Photo by Marv Rhynard.)





1938 McLaughlin-Buick Special -- Ross McConnell (#484), Oakville, Ontario.



1937 Special owned by Bart Stein (#341; Morrisonville, N.Y.) sports grille guard "sharktooth" and unusual fog lamp.

1938 French Custom "Drop-Head"





Derek Brown (#621) of London sent these photos of a recent Pre-1950 American Auto Club rally held in England. The '38 Special has a custom drop-head coupe body by the French firm of Letourneur et Marchand. Derek says: "It is, I believe, one of two built, and was driven over from France by a Dr. Kuhn. The photos show two interesting features, the fender skirts and the Marchal headlamps, which I have seen on other French Buicks." The other car of the two is probably that shown on page 325 of The Buick, a Complete History.





Buick

TECHNICAL TIPS

REAR VIEW MIRRORS

Superb outside mirrors can be obtained from:

Bernie DeWinter Custom Mirrors
3084 Regent Street
Dayton, Ohio 45409
513/298-1143

Bernie makes several styles suitable for late 1930's cars. I purchased two (left and right) that replicate the "King Bee" mirrors sold by G.M. dealers and upscale jobbers. These are the kind that attach to the door edge with set screws. Bernie also makes and sells sidemount mirrors and the type that attach to the door hinge pins, and I imagine he could come up with other styles, too. Mine are solid hard brass, heavy, beautifully plated, and flawless. Cost was $55 each plus shipping, and in my opinion they're worth every cent of that. The mirror I had before vibrated so much that I could see only vague shapes. If you call Bernie, mention the Club and Dave Lewis. As with any small custom supplier, you should allow a bit of lead-time: at least two or three weeks, or better a month. The one thing that drives 'em all nuts is the guy who calls one week before the Big Show and absolutely must have it by overnight express.

PART NUMBERS

I received from Charles Jekofsky (#524) excerpts from the 19th Edition of the MOTOR Flat Rate Manual (1947). This shows the "Factory" part numbers for many '37 and '38 Buick parts. The same information is of course contained in the Master Parts Books (repros of which are available from several sources), but the MOTOR excerpt is more compact and arranged in a more logical order: easy to carry with you and use at a swap meet. (It does not show every part, but it would not be more compact if it did, would it?) Additionally, it shows where a part is also used by Chevrolet, Pontiac and/or Olds: potentially useful info which is not in the Master Parts Books. Any member wishing a copy may receive same by writing to the Editor, enclosing a U. S. dollar bill. (Write a check if you must, but a bunch of small checks is a pain to process.)

REAR END SWAP FOR 40 & 60 SERIES CARS
BY AL ANDERSON (#723)

I have received several requests for information on the procedure I used in upgrading my '37 axle ratio to 3.40. This is an outline.

1. Find a 1950 to 1955 Dynaflow car. Bring a wire brush and clean the area under center of banjo. Gear ratio will be stamped in housing. 3.41 is desired. You also need U-Joint and torque ball assembly from the same car. You do not need axles or banjo housing for 40 or 60 series cars. Brake backing plates and drums can be used to update your brake system if desired.

2. Remove your 37-38 rear, torque ball, and U-Joint.

3. Carefully measure the length of 37-38 torque tube with torque ball assembly attached (37-38). It will be approximately 68" but use your measurement. I found it differs slightly from car to car.

4. Now compare banjo end of torque tube flange of the 37-38 with the later torque tube. You will see the later is much thicker than the 37-38. Mike the 37-38 and have the later tube milled to the same thickness (this cost me $50.00 at a local machine shop). This will allow your axle center line to be correct.

5. Take the front of the 37-38 U-Joint and the rear of the later U-Joint and mate them. Now your 37-38 transmission will accept the spline of the later torque tube.

6. Use the later torque ball assembly. It seals better and is probably in better shape.

7. Now assemble the later torque ball assembly to the later torque tube. Measure from banjo gasket flange to gasket surface of torque ball to transmission. Take this measurement and subtract your reading from 37-38 torque tube and torque ball assembly. Now you have the amount the later tube must be shortened. Be sure of your measurements.

8. Now install drive shaft to pinion and install outer torque tube (after shortening and rewelding) onto housing. Three inches of spline must protrude from torque tube flange to engage U-Joint in torque balls. Measure and cut excess from either end and reweld. (Drive shaft should be balanced before final installation).

9. From your 37-38 torque tube carefully cut out brake line support and strut rod anchors and weld onto later tube. I have no cost estimate on welding because my friend Jack Reynolds offered his expert welding which was greatly appreciated. Welding costs should be minimal. Use shop manual for disassembly and specs. for re-assembly. Now you're ready to go cruising. My wife and I drove our 37 - 66S to Batavia and on to Canada putting about 1500 miles on the car with no problems, rear or anywhere else, except for some overheading in the mountains.

EDITOR'S NOTE. The procedure outlined by Al Anderson may work, with some modification, on '38 80 and 90 series cars. It will not work on '37 80 and 90 series cars unless extensive modifications are made, and the entire rear end including the housing is used. In particular, the '50s torque tube will not fit through the frame X-member correctly. As indicated in previous commentary, however, the swap has in fact been done on a '37 Roadmaster, with apparent success. (In that case, the only one I know of, the frame was modified.) I do not recommend this to '37 80 and 90 series owners.

1937 PAINT COLORS

(1) Canary Yellow. Joe Giordano (#333) sent me some interesting excerpts from 1937 paint charts. The Acme Fleet-X 1937 Buick Colors (Acme Color Works, Detroit) shows the now-familiar colors plus #22-5503 Canary Yellow, a "special color." The Acme formula for Canary Yellow appears below.

Acme
Fleet-X 1937
Sheet 2

BUICK COLORS

22-5503 CANARY YELLOW
(Special Color)

	Fill to
929 TMC	6
906 Light Yellow	32½
909 Medium Yellow	45½
902 White	55¼
910 Brown	56

The Club has a 1937 Murphy Varnish Co. Buick-Olds-Pontiac chart which does not show the "special color," nor have I seen reference to it in any other literature. We do know, however, from Buick literature in the possession of Guy Bennett (#161) that "special paint" could be ordered in 1937. Joe has suggested two modern colors that he thinks might be candidates for Canary Yellow: 1975 G.M. Canary Yellow (DuPont 42809L) and 1975 Ford Code 6D Yellow (DuPont 5102L). The former is quite bright while the latter shades toward cream or ivory.

(2) Hampton Grey I (510) and Hampton Grey II (512). We know there were two "Hampton Greys" in 1937 (Codes 510 and 512). A chart for Sherwin-Williams "Opex" paint shows formulas for both Hampton Greys. This chart appears below.

SHERWIN-WILLIAMS AUTOMOTIVE FINISHES

U. S. A. 82660H 10-38 179

1937 BUICK Standard Factory Colors

Intermix Formulae for Matching Buick Standard Colors with OPEX MIXING LACQUER ENAMELS

SANDRINGHAM MAROON (1937)

Parts	Gauge Reading
57—Opex Deep Maroon (31225)	57
37—Opex Dark Maroon (31226)	94
5—Opex Bone Black (31111)	99
1—Opex Crimson Red (31112)	100

CHANCELLOR BLUE (1937)

Parts	Gauge Reading
78—Opex Prussian Blue (31044)	78
21—Opex Ultramarine Blue (31115)	99
1—Opex Auto White (31001)	100

CORONARY GREEN (1937)

Parts	Gauge Reading
42—Opex Prussian Blue (31044)	42
40—Opex Bone Black (31111)	82
11—Opex Light Chrome Green (31117)	93
7—Opex Chrome Yellow (31002)	100

SAMARRA BEIGE (1937)

Parts	Gauge Reading
43—Opex Auto White (31001)	43
22—Opex Opalescent (Reg.) (31229)	65
19—Opex Bone Black (31111)	84
13—Opex Perm. Toning Yellow (31163)	97
3—Opex Sienna (31116)	100

HAMPTON GRAY (Early 1937)

Parts	Gauge Reading
46—Opex Bone Black (31111)	46
26—Opex Ultramarine Blue (31115)	72
16—Opex Opalescent (Reg.) (31229)	88
12—Opex Auto White (31001)	100
Touch Opex Perm. Toning Yellow (31163)	100

****HAMPTON GRAY (Late 1937) Comb. No. 512**

Parts	Gauge Reading
48—Opex Bone Black (31111)	48
24—Opex Ultramarine Blue (31115)	72
20—Opex Opalescent (Reg.) (31229)	92
7—Opex Auto White (31001)	99
1—Opex Dk. Chrome Green (31136)	100

SUDAN BLUE (1937)

Parts	Gauge Reading
45—Opex Prussian Blue (31044)	45
20—Opex Ultramarine Blue (31115)	65
18—Opex Bone Black (31111)	83
17—Opex Opalescent (Reg.) (31229)	100

WELLINGTON GRAY (1937)

Parts	Gauge Reading
84—Opex Bone Black (31111)	84
10—Opex Opalescent (Reg.) (31229)	94
5—Opex Sienna (31116)	99
1—Opex Auto White (31001)	100

BENGAL BROWN (1937)

Parts	Gauge Reading
31—Opex Sienna (31116)	31
31—Opex Bone Black (31111)	62
23—Opex Opalescent (Reg.) (31229)	85
11—Opex Auto White (31001)	96
4—Opex Perm. Toning Yellow (31163)	100

BALMORAL GREEN (1937)

Parts	Gauge Reading
33—Opex Opalescent (Reg.) (31229)	33
28—Opex Dk. Chrome Green (31136)	61
25—Opex Lt. Chrome Green (31117)	86
13—Opex Auto White (31001)	99
1—Opex Bone Black (31111)	100

***OTTAWA GREEN (1937) Comb. No. 507**

Parts	Gauge Reading
64—Opex Dk. Chrome Green (31136)	64
14—Opex Auto White (31001)	78
15—Opex Opalescent (Reg.) (31229)	93
7—Opex Prussian Blue (31044)	100

***WINDSOR GRAY (1937) Comb. No. 506**

Parts	Gauge Reading
49—Opex Bone Black (31111)	49
22—Opex Ultramarine Blue (31115)	71
22—Opex Opalescent (Reg.)(31229)	93
7—Opex Perm. Toning Yellow (31163)	100

*Windsor Gray and Ottowa Green used only on early 1937 models.
**Hampton Gray (Comb. No. 512) was used on late 1937 models in place of Hampton Gray (Comb. No. 510)

(Color Combination Number Location—on Body Number Plate on dash)

You will note that: (1) 510 is identified as "early 1937" and 512 as "late 1937"; and (2) 512 uses a bit less white than 510, and a very small amount of dark chrome green in place of 510's yellow. They are obviously different colors, but I would expect the difference to be fairly small. (Note also that S-W spelled it "Gray.")

(3) Windsor Grey and Ottawa Blue (Green). The Sherwin-Williams chart also identifies Ottawa Blue (507) as "Ottawa Green" — this is perhaps understandable as it was definitely a greenish-blue; note that the largest constituent in the S-W formula is dark chrome green. Windsor Grey (or Gray) (506) and Ottawa Blue (or Green) are described as "used only on early 1937 models." I have never seen this information on other charts. It is interesting to compare the formulas for the various grays: Windsor seems clearly to be a slightly darker version of Hampton I (510). It is also interesting to compare the Sherwin-Williams formulas with the Murphy Varnish Co. formulas. Although both use some colors that are more-or-less standard (e.g. Prussian Blue or Ultramarine Blue — you can buy tubes of these in an art store), the formulas are quite different. Unfortunately, I don't have any DuPont or Ditzler 1937 formulas. The Murphy formulas are reproduced below. (In the Murphy formulas, Sedge Gray and Marsh Brown are interior colors.)

Formulas for colors shown in this folder.

BUICK

Windsor Gray — Blend 640

13¾	Lamp Black
8¾	Intense Black
5	Raw Umber
5	Opalescent Extra Fine
1¼	Lemon Yellow
¾	Prussian Blue
34½	oz.

Wellington Gray — Blend 825

26	Intense Black
4	White
4	Opalescent
2	Medium Yellow
36	oz.

Hampton Gray — Blend 830

22½	Lamp Black
8	White
2	Opalescent
1	Medium Yellow
33½	oz.

Samarra Beige — Blend 754

13	Raw Umber
13	White
8	Opalescent Extra Fine
1	Medium Yellow
¼	Lamp Black
35¼	oz.

Ottawa Blue — Blend 780

15	Prussian Blue
7¼	Lemon Yellow
5	White
3	Opalescent
1¾	Lamp Black
32	oz.

Chancellor Blue — Blend 792

24	Prussian Blue
5¼	Deep Maroon
1½	Intense Black
1¼	White
¾	Green
32¾	oz.

Marsh Brown Opalescent — Blend 839

10	Intense Black
10	Indian Red
7½	Burnt Umber
5	Opalescent
32½	oz.

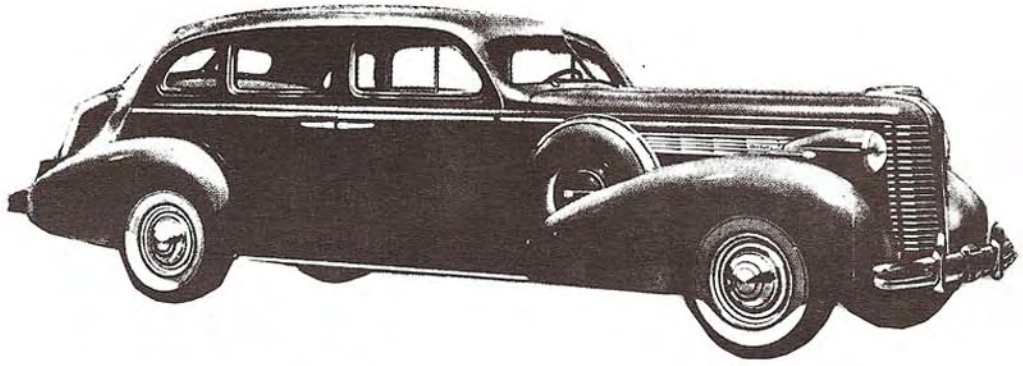
Sudan Blue — Blend 783

19¼	Prussian Blue
4¼	White
3½	Lamp Black
3½	Opalescent
1¾	Green
32¼	oz.

Bengal Brown Blend 805		Sandringham Maroon Blend 24		Sedge Gray Blend 838		Coronary Green Blend 770	
15	Burnt Umber	20	Deep Maroon	24	White	14	Green
8¼	White	10	Medium Maroon	3	Burnt Umber	9	Intense Black
5¼	Opalescent	2½	Light Red	2	Lamp Black	9	Prussian Blue
1½	Medium Yellow	32½	oz.	1¼	Medium Yellow	1	Medium Yellow
1½	Lamp Black			½	Indian Red	33	oz.
31½	oz.			30¾	oz.		

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317/881-8303
'37 47

Thomas Abraham (#777)
P.O.Box 27422
Safat
13135 KUWAIT
'38 90L

NEW ADDRESSS

Michael Scudder (#437)
23311 Kings Forest
Hockley, TX 77447

Joe McKee (#435)
1716 Pebrican, Apt.A
Cheyenne, WY 82001

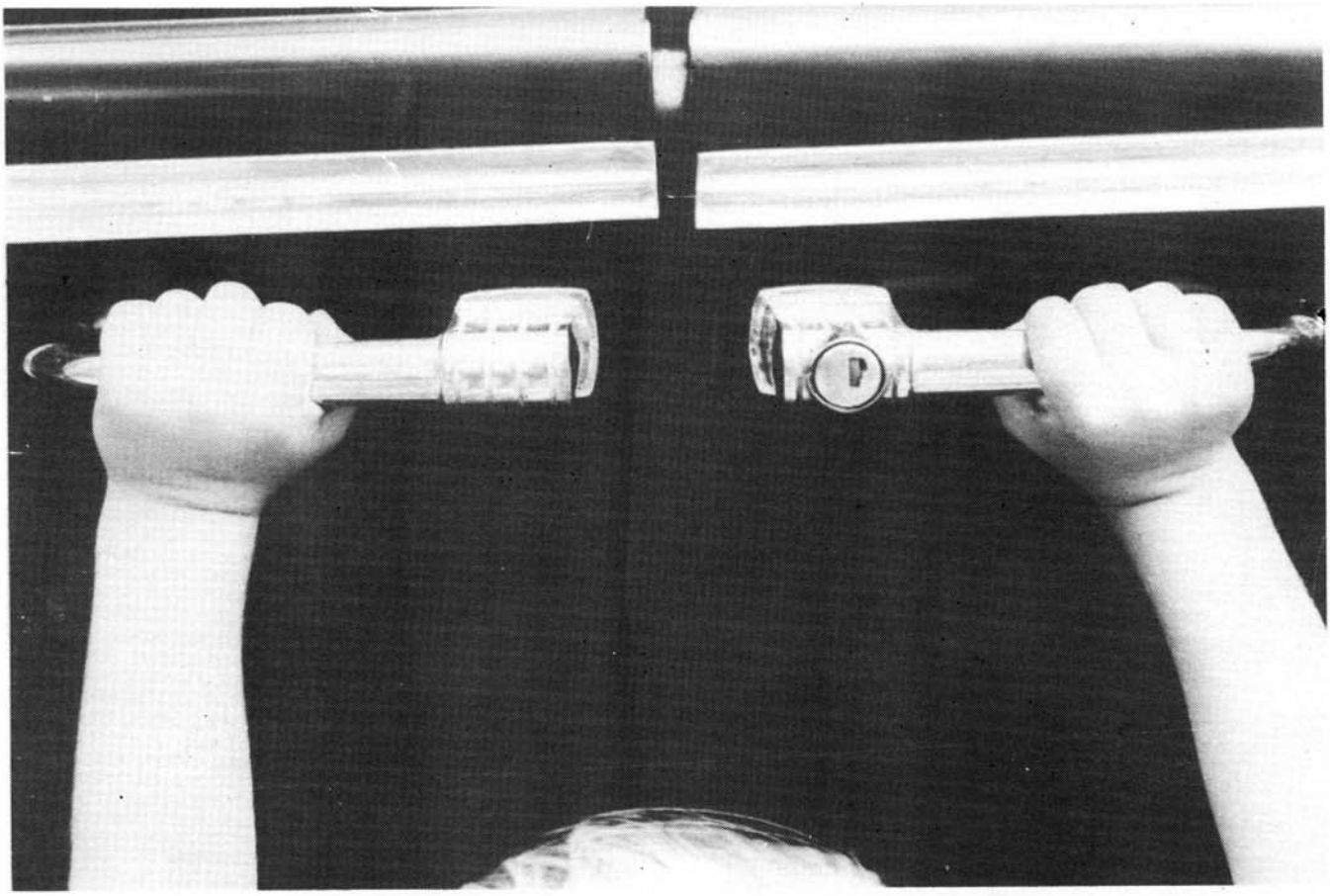
Robert Ward (#114)
407 Morrison Ave.
Beaverton, Ont. LOK 1AO
Canada

Sorry I'm a bit behind on this: those who joined since the end of August will appear next time.

DOOR HANDLE REPAIRS

Paul Culp was not able to complete his next "Engine Rebuilding" article in time for this issue. He suggested that, because he has received several questions over the past few months on door handles, it might be helpful to reprint the following article, which originally appeared in Vol. V, No. 8 (June 1987). So, here it is. This gives me a chance to correct a mistake in the original version, in which a photo appeared upside-down. "Engine Rebuilding" will resume in the next issue.

How to Handle Door Handles



REPAIRING DOOR HANDLE MECHANISMS
Article and Photos
by Paul B. Culp

I - DOOR HANDLE SCREWS

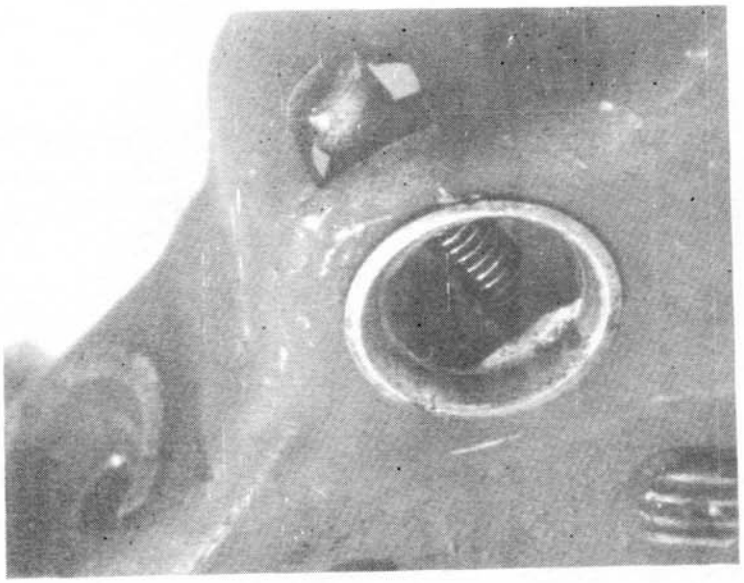
My father says you can tell how many miles a Buick has traveled by how much the door handles droop. This certainly is one of the external signs of use. Generally, this condition can be remedied quite easily by tightening the tapered screw which secures the handle shaft to the brass bushing in the lock mechanism. The installation and inspection hole is on the side of the door above the latch. Perhaps before attempting to "tighten her down", it would be prudent to remove the screw and inspect it.

If thread wear or stripped threads are evident, purchase the tapered screw from one of the Buick restoration parts houses. As with the original, these replacement screws are heat treated and hardened for good service life.

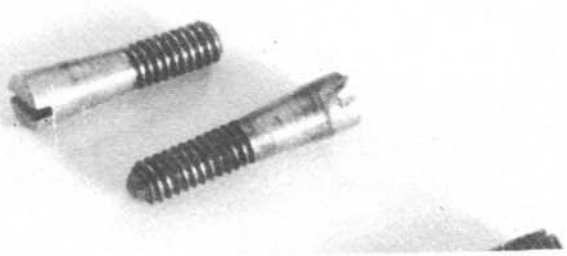
At this point you could remove the handle for inspecting, cleaning and polishing, etc. Before installation, lubricate the handle shaft surface. Next apply any high contact pressure grease to the threads and taper of the door handle screw.

When installing the handle, you may need to seat it with an up and down wiggling action. Remember that the screw is only 8/32 in size (.164 over the thread diameter) and is threaded into a brass, not steel, bushing. Caution should be exercised here along with periodic inspection and tightening in the miles ahead.

This procedure is only the first step. If drooping persists then attempt to twist the handle on the shaft using a bench vise. Obviously much care is required with this technique.



Tapered screw in brass latch bushing.



Reproduction and original screws.

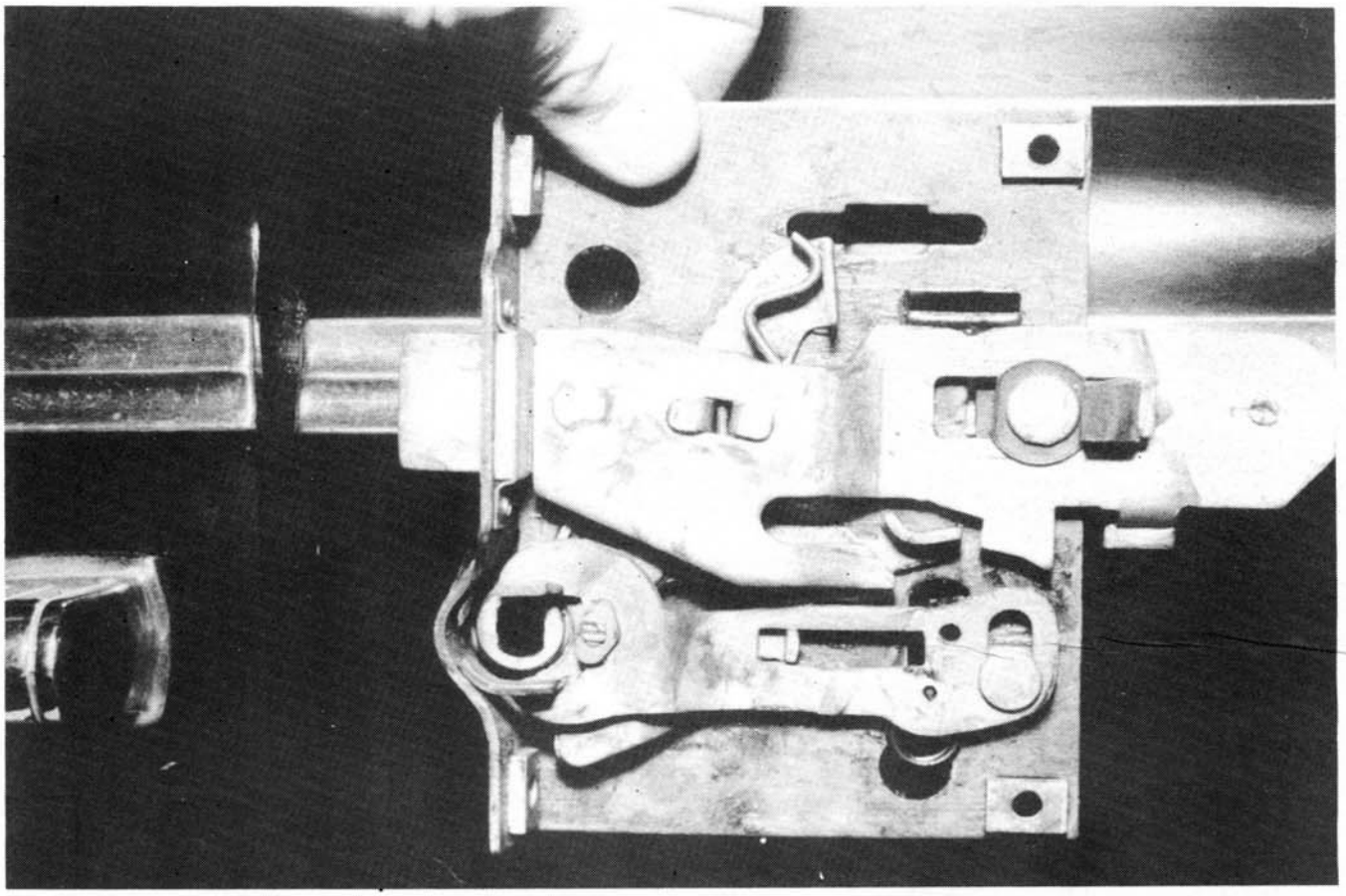
II - REMOVING BROKEN DOOR HANDLE SCREW

On one door on my car, the tapered screw would not seat and tighten the handle. Apparently, it was overtightened and broke, leaving the threaded portion in the brass casting of the latch mechanism. I was able to correct this situation by using a left-hand drill bit and a reversible high speed hand drill rather than extracting the complete door latch mechanism. Let me explain.

Practically all bolt and screw threads are right-hand (clockwise) for tightening. So it is with drills: they cut in a right-hand direction. Attempting to extract this 8/32 screw with an undersize #29 (.136 diameter) conventional tap drill will only cause the broken part to screw itself deeper as the drill begins to cut. Another tool used for extracting is the "Easy Out": a hardened left-hand, counter-clockwise tapered screw with very steep pitch to the threads. In this situation the hole diameter is too small for the "Easy Out" technique.

Using a left-hand reversible high speed electric drill, you can effectively remove the broken screw, as it unscrews itself once the drill bit begins to cut. The drill bit I used has a left-hand pitch of 3/32 (.093 diameter). These can be found at large hardware stores, or an industrial supply outlet for the machine and tool industry.

Hold the handle down against the return spring in the door mechanism. This will permit a clear extraction once the drill catches and it backs out of the screw. If you have it, the use of compressed air to clear any chips is a good idea. Then insert the handle following the technique described above.

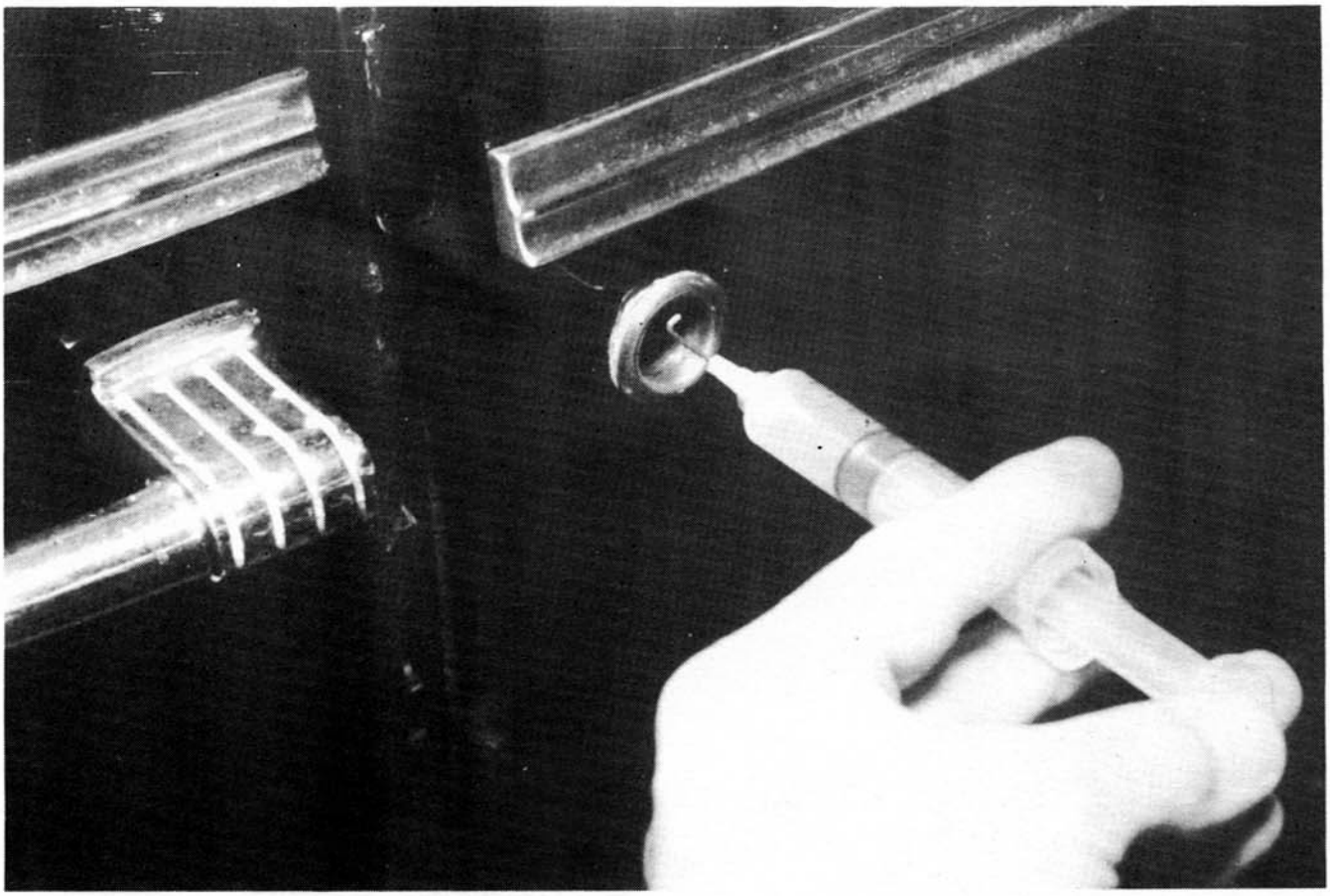


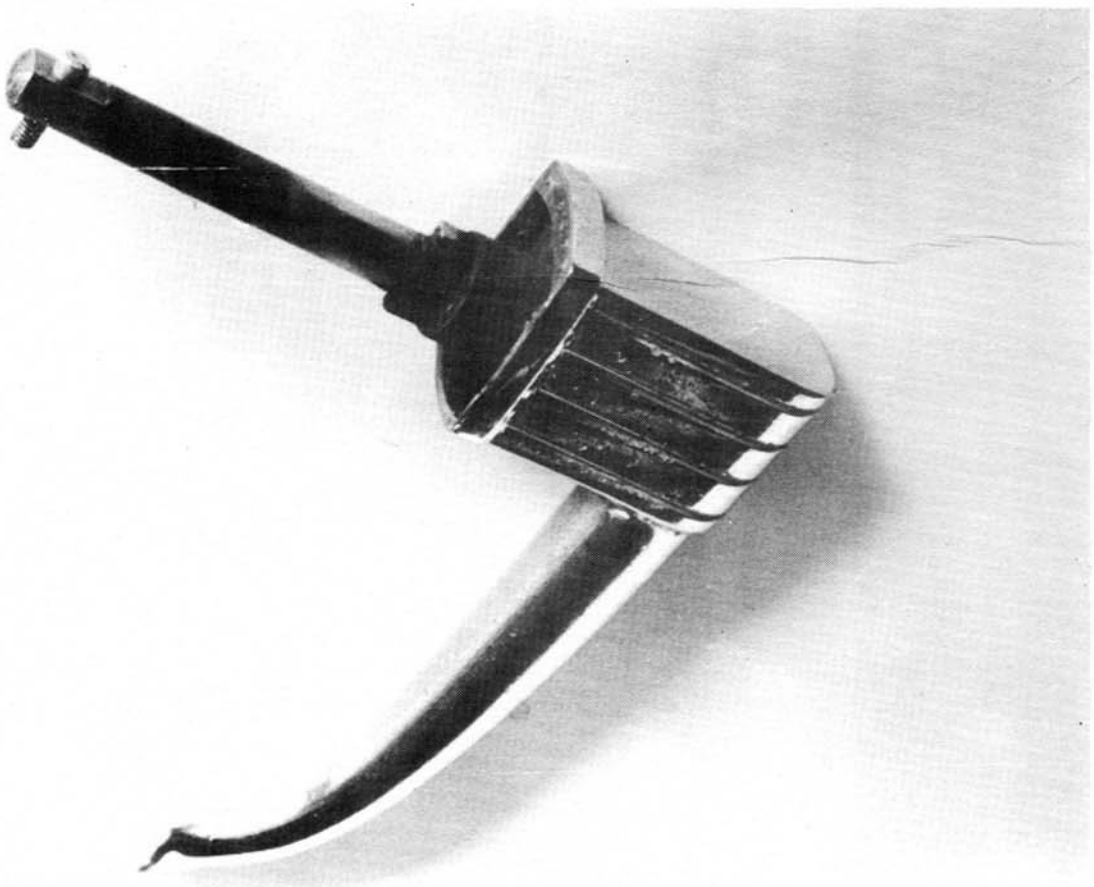
Latch assembly held outside of door panel. Notice the different types of springs used in the mechanism.

III - DOOR LATCH MECHANISM & LUBRICATION

If the handle binds in operation, perhaps all that is necessary is internal lubrication. This may not be easy, since the mechanism is in the door behind panels and other hardware. My solution is to use a small hypodermic needle with a right-angle bend on its end. After you remove the handle then insert the needle in the same hole, and with a liberal amount of pressure force out the lubricant in a fanning type of action. To get the lubricant into the lock mechanism, I depend on the capillary action of penetrating oil. Mixing Lubri Plate and Kroil or WD-40 in a 50/50 mix gives me fine results. The capillary action of the penetrating oil will carry the lubricant into position. This avoids the need to remove the lock mechanism, thus saving much time.

If your problems are more severe then it is the conventional approach; remove hardware, door panel, then lock mechanism. After cleaning, adjusting, shimming and lubrication, it's ready for installation. These photos will help you visualize and prepare for this project - its results being a like-new door operation.





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*		Side mount mirrors with Buick script	80.00
*	1937-8	Side mount centre washers	25.00 ea.
*	1937-8	L/R 80-90 rear fenders	50.00 ea.
*	1937-8	Series 40-60 bumper gravel guard	25.00
*	1938	Bumper Badge (Buick 8)	40.00
*	1938	Front fender parking lights	120.00
*	1937-8	Series 40 spark plug cover	50.00
*	1937-8	Series 60-80-90 spark plug cover	50.00
*	1938	Radio (not working)	85.00
*	1937-8	Series 60-80-90 water pump	35.00
*	1937-8	Series 60-80 king pin set	35.00
*	1937	Pair headlights (complete)	125.00
*	1937-8	Headlight bezels (2)	10.00 ea.
*	1937-8	Headlight reflectors (2)	15.00 ea.
*	1937-8	Headlight lenses (left and right)	15.00 ea
*	1937-8	Headlight buckets (2)	10.00 ea.
*	1937-8-9	Trunk hinges	50.00 pr.
*	1938	Hood ornament	10.00
*	1938	Nose strip badge	8.00
*	1937-8	Fuel pump (large series)	40.00
*	1937	Cigar lighter with socket	25.00
*	1937	Large series wheel	40.00
*	1937-8	Oil pump (used)	20.00
*	1938	Master cylinder (used)	15.00
*	1938	Steering wheel (plastic cracked)	30.00

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1937
Steering wheel.....$35
Tail pipe..... 22
1938
Dome light (sm. crack)..... 10
Trunk handle..... 6
Outside door handle, rt.(2). 6 ea
Cigar lighter complete..... 25
Fender light glass (orig., sm. crack)..... 30
Complete fender light (2)... 12 ea
Dash ash tray (2)..... 8 ea
Rear ash tray-sedan..... 8
Clocks (2)..... 24 ea
Headlight rims, exc.(4).... 28 ea
Rear view mirror..... 8
Pair, NOS rear motor mounts 44
Ignition lock, w/key..... 16
Radio grille..... 18
Inside door handles (3).... 4 ea
Inside window cranks (2)... 4 ea
Complete tail light..... 18
Trunk emblem..... 16
Bumper guards (4)..... 8 ea
Frt.license plate assy..... 36
Coupe body stainless molding 30
Shop manual..... 12
Lg. engine splash pan..... 28
Radiator, reconditioned.... 85
Radiator, original..... 40
NOS front shocks..... 110

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GLEN BORCHARDT (#701). 824 19th St., Windom, MN 56101.507/831-2480

WANTED: Hood hinge for 1938 Model 41. Repro or NOS.
PAUL HAYEK (#669). 6125 Code Ave., Edina, MN 55436. 612/925-2618.

WANTED: 1937 80-90 series rear ash tray cover plastic handle. Carter WCD 609-S carb plus choke in rebuildable condition.('46-'47 Buick large engine (or WCD 664-S)).
BILL OLSON (#427). 842 Mission Hills Lane, Worthington, OH 43235
614/687-3041 ofc.; 614/436-7579 home.

WANTED: 1937 series 80 rear door window regulator and inside door handle spindle assembly; fuel tank sending unit in rebuildable condition.
DAVID PAULISIN (#704). 3514 Darcy Drive, Birmingham, MI 48010. 313/531-7800 ofc.; 313/540-3562 home.

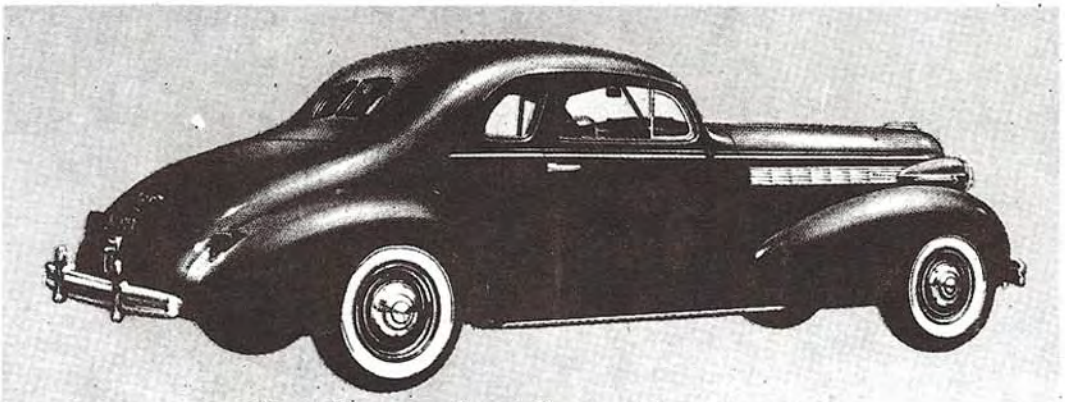
WANTED: Body parts for 1938 model 46 business coupe, especially both doors, trunk lid. Also fender lamps & lenses; tail lamps & lenses--complete or parts. VIC POJAS (#764). 94332 Leleaka St., Mililani Town, Hawaii 96789. 808/623-3944.

WANTED: 1937 60-series intake manifold.
JOSEPH BOWLES (#612). 6908 Bellaire Dr., New Orleans, LA 70124 504/482-7495

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CAR FOR SALE: 1937 McLaughlin-Buick Century sedan. Excellent condition-all original. New brakes, exhaust, tires, wiring, much more. Price $10,500 Canadian.
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CAR FOR SALE: 1938 Special 4-door. Runs decently. Good tires & brakes. Needs upholstery, paint, body work (mostly in trunk & around back wheels. Some moldings missing; also rt.side hood panel. Asking $1500 for car plus misc. 1937 Buick parts.
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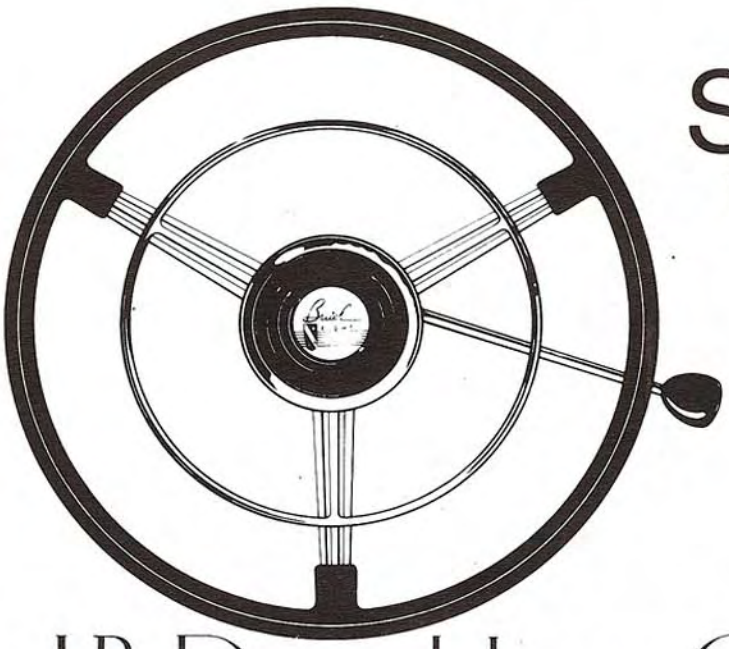


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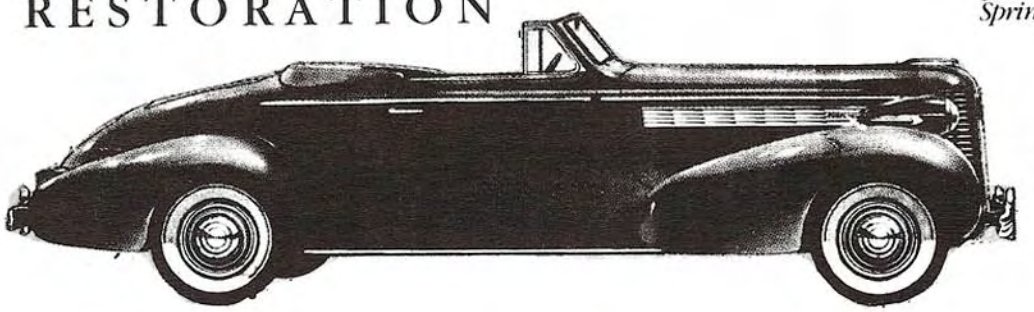
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Index to Volume VII

EDITOR'S NOTE. For several years, Glenn Seymour (#345) has done an annual index of articles and notes for us. This is his last. Confronted with too many projects and expenses, Glenn decided to sell his car and has dropped out of the Club. I'm glad I had a chance to meet Glenn at the BCA National, and regret his leaving us. I hope the indexes have been helpful, and that we can find another volunteer to do them for the future.

THE TORQUE TUBE

1937-38 Buick Club Newsletter Index

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- submitted by Glenn L. Seymour #345

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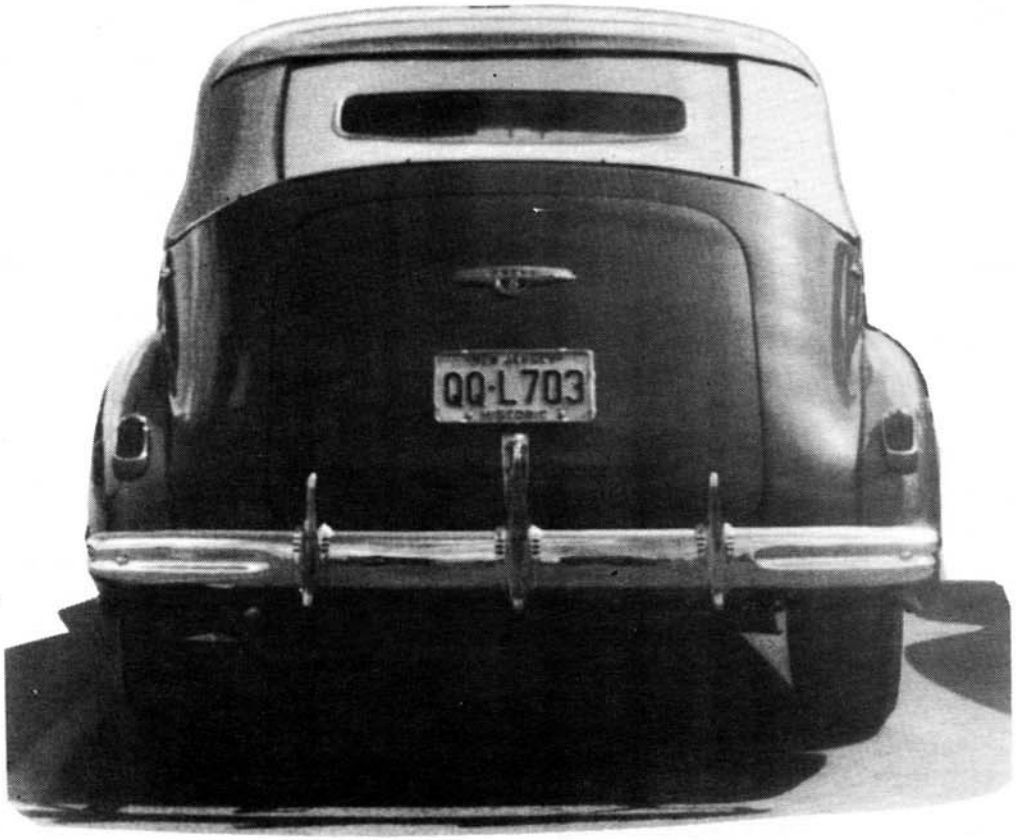
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Exit Lines



Lest you may have gotten the idea from the last issue that Paul Cusano (#52) is permanently appended to his '38 40-C, here's a rear view of the car all by itself. Having made good-natured fun of Paul in the last issue, I will now say that he and his sister Donna have done a superb job on this car, and that he is a master of attention to detail and authenticity. The 40-C is an AACA prize-winner.

